

# ***UpState RailConnect Committee***

***Dedicated to Completion of the Alternative Rail Route Feasibility Study***

**July 31, 2013  
Minutes**

**Meeting held telephonically, as per Subsection 54953(b) of the Government Code via  
Teleconference**

## **Teleconference Locations**

**727 Oak Street, 2<sup>nd</sup> Floor, Room 203 (Red Bank Room), Red Bluff, CA**

**531 K Street, Room 207, Eureka, CA**

**11 Court Street, Room 230, Weaverville, CA**

### **1. Introductions**

**Chair Madsen called the meeting to order at 2:32 PM. The following Committee Members were present:** City of Eureka Councilmember Lance Madsen and Councilmember Mike Newman; Tehama County Supervisor Steve Chamblin and CAO Bill Goodwin; Trinity County Supervisor John Fenley and CAO Wendy Tyler; Upstate California Economic Development Council General Manager Alison O'Sullivan; Northern California Tribal Chairmen's Association representative Nick Angeloff; and Representative David Tyson.

**Committee Members Absent:** County of Trinity Supervisor Debra Chapman; Upstate California Economic Development Council Board President Brynda Stranix and Humboldt County Supervisor Rex Bohn.

**Staff:** David Hull

**Guests:** Bob Martin; Kent Sawatzky; Larry Glass; Monte Provolt; Ken Davlin; Jim Cooper.

### **2. Public Comment – None**

### **3. Review of Agenda**

Motion by Fenley, Seconded by Tyson to approve the July 31, 2013 agenda. A Roll Call vote was conducted. Motion carried unanimously.

#### **4. Approval of minutes from June 26, 2013 meeting**

Goodwin moved for approval of the June 26, 2013 minutes; Seconded by Fenley. A Roll Call vote was conducted. Motion passed unanimously.

#### **5. Discussion on Potential Funding Sources**

- a. **Public Sources:** David Hull reported that he is still awaiting the results of the CalTrans grant application for the Alternative Rail Route Feasibility Study. CalTrans has reported that the awards will be made in August 2013. It was also reported that other public sources of feasibility study funding continue to be explored.
- b. **Private Sources:**
  - i. **Land Bridge Alliance Update: David Tyson**, Chair of the Land Bridge Alliance (LBA), reported that LBA continues to receive donations for public education and outreach activities. In addition LBA is working on larger source donations to be used as match for the CalTrans grant. Tyson noted that the match requirement for the CalTrans grant is \$35,000. Tyson thanked Bill Goodwin, Alison O'Sullivan and Bob Martin for setting up potential supporter and donor meetings in the Sacramento Valley.

#### **6. Discussion on Potential and Scheduled Presentations and Events**

David Tyson reported that presentations are scheduled for Southern Trinity County on August 16; Arcata Rotary next week; and Eureka's Old Town Rotary was yesterday.

Alison O'Sullivan reported that she has started to make arrangements for presentations in other Northern California counties. Bob Martin added that he has also been tapping people in Tehama County for donations and possible venues for educational meetings. David Tyson noted that the response from the Red Bluff presentations have been very positive.

Chair Madsen noted that it is important to make it clear that the UpState RailConnect Committee is promoting the feasibility study at this point and not the actual building of an east west rail line when making presentations and attending meetings.

#### **7. Reports**

- a. **Staff:** Chair Madsen mentioned that the UpState RailConnect Committee Summer Newsletter had gone out to all of those individuals and organizations that had written letters of support for the feasibility study and others that have shown interest in the study.

David Hull mentioned that the City of Eureka's website (including the weblink to the UpState RailConnect Committee information) is now printed on the RailConnect Committee agendas as per public comment at the last meeting.

Hull also noted that the Harbor District's rail study is out and was sent to RailConnect Committee members and is on the City of Eureka's website. Hull reviewed the staff report and read a letter to the Committee from Monte Provolt analyzing the Harbor District's rail report. Many RailConnect Committee members reacted favorably to Provolt's letter and its conclusions and thought that it should also be placed on the City's website under the rail link. Bill Goodwin asked that he get a copy of Provolt's letter for possible distribution in Tehama County. The RailConnect Committee members further discussed the educational value of Provolt sending his letter to the newspaper.

- b. **Humboldt/Eureka:** Nothing further to report
- c. **Trinity:** Nothing more to report
- d. **Tehama:** Nothing more to report
- e. **Upstate California Economic Development Council:** Nothing more to report
- f. **Northern California Tribal Chairmen's Association:** Nothing more to report

8. **Task Assignments/Items for the Next Agenda:** The Committee agreed the following items should be discussed at the next meeting:

- a. Future UpState RailConnect Committee meeting schedule

9. **Next Meeting:** It was decided that the next meeting will be held in Trinity County on August 21, 2013 in Weaverville, CA.

10. **Meeting adjourned:** 3:05 PM

Approved:

  
\_\_\_\_\_  
Lance Madsen, Chair



# ***UpState RailConnect Committee***

***Dedicated to Completion of the Alternative Rail Route Feasibility Study***

**September 11, 2013**  
**Minutes**

**Trinity County Public Utilities District Conference Room**  
**26 Ponderosa Street, Weaverville CA**

## **1. Introductions**

**Vice-Chair Bohn called the meeting to order at 10:18 AM. The following Committee Members were present:** City of Eureka Councilmember Marian Brady; Tehama County CAO Bill Goodwin; Trinity County Supervisor John Fenley and CAO Wendy Tyler; Upstate California Economic Development Council General Manager Alison O'Sullivan; and Humboldt County Supervisor Rex Bohn and Representative David Tyson.

**Committee Members Absent:** City of Eureka Councilmember Lance Madsen; County of Trinity Supervisor Debra Chapman; Upstate California Economic Development Council Board President Brynda Stranix; Tehama County Supervisor Steve Chamblin and Northern California Tribal Chairmen's Association representative Nick Angeloff.

**Staff:** David Hull

**Guests:** John Troughton; Carter Troughton.

- 2. Public Comment** — Bill Goodwin introduced John and Carter Troughton. John is a Senior Director with Cushman & Wakefield, a commercial real estate brokerage firm. John noted that he thinks the alternative rail route project could be a great opportunity and that he is interested in helping the Upstate RailConnect Committee. The Committee engaged John in a broad discussion on the potential of Humboldt Bay's harbor, potential shipping and status of highway connections to the harbor.

## **3. Review of Agenda**

Motion by Fenley, Seconded by Tyson to approve the September 11, 2013 agenda. Motion carried unanimously.



#### **4. Approval of minutes from July 31, 2013 meeting**

Tyson moved for approval of the July 31, 2013 minutes; Seconded by Fenley. Motion carried unanimously.

#### **5. Feasibility Study Funding Progress**

**Grants:** David Hull reported that the award notification of the CalTrans Community Based Transportation Planning Grant was delayed until the end of September.

**Private Sources:** David Hull reported that Land Bridge Alliance east and west continue to pursue funding and funding pledges. LBA is now centered on producing educational materials as well as the potential CalTrans grant match. They are also making private funding contacts in the event the CalTrans grant is not awarded to the Alternative Rail Route Feasibility Study.

**Foundations:** David Hull reported that work is just beginning to engage several private foundations in the funding of the feasibility study and that work continues.

Bill Goodwin followed up on RailConnect Committee discussion at their June 26, 2013 meeting where the Upstate RailConnect Committee's approach to coordinating funding of all or part of the feasibility study by the private sector was discussed. The RailConnect Committee discussed the findings from the June meeting noting that the goal of the RailConnect Committee was to keep on with the Feasibility Study while supporting private efforts.

In order to officially memorialize that goal, Goodwin made a motion that THE UPSTATE RAILCONNECT COMMITTEE WILL CONTINUE ACTIVITIES TO COMPLETE THE FEASIBILITY STUDY AND NOT HINDER PRIVATE ACTIVITIES WHILE CONTINUING THE UPSTATE RAILCONNECT COMMITTEE'S MORE GLOBAL PROCESS. Brady seconded the motion. Motion carried unanimously.

#### **6. Discussion on Draft Scope of Work and RFQ**

David Hull noted that the core of the RFQ for the Alternative Rail Route Feasibility Study will be the Scope of Work that the selected consultants will need to follow. Hull also noted that since November 2012, the UpState RailConnect Committee and its members have continually added to the original draft Scope of Work as community members provided suggestions. Since the Scope of Work has not changed since June 2013, Hull suggested it was time to add more detail to the Scope of Work. Therefore, Hull went through each of the Tasks to be potentially included in the Scope of Work. The RailConnect Committee discussed and edited each of the Tasks one by one. The resultant draft Scope of Work is as follows:

### ***Task 1: Literature Review***

*Review pertinent information and studies from public and private sources relevant to examining the feasibility of an alternative rail route connecting Humboldt Bay's harbor to the national rail network in the Sacramento valley.*

### ***Task 2: Identify Potential Routes***

*Determine location of a minimum of three routes. For this study a "route" is defined as a geographic depiction of an area between a connection on the Northwestern Pacific rail line in the Humboldt Bay region and a connection to a mainline Class 1 railroad in the Sacramento Valley. The "area" is defined as a swath with dimensions ranging from 100' to 1,000' in width between the points on the Northwestern Pacific rail line and the connection in the Sacramento valley. The proposed "swaths" can vary in size within any given route provided they stay within the defined range.*

- The three routes will be chosen based upon the following criteria:*
- Minimum number of tunnels and bridges*
- Minimum number of environmental impacts – environmental impacts shall be assessed at a minimum within an area 1/8 of a mile from either side of the route "swath"*
- Grade shall meet industry standards*
- Track geometry to be aligned for most efficient operations*
- Minimum disruption to communities along the route*

### ***Task 3: Land Ownerships***

*List ownership of land within the proposed rail routes and within 1/8 of a mile on either side of the rail routes. Task 3 is to include Assessor's Parcel Number, acreage of parcel, legal owner of parcel, legal owner's contact information, date of last sale of the property, purchase price of last sale of the property, assessed valuation of the property, and zoning including any overlay designations.*

*The Consultant shall also endeavor to ascertain willingness of each landowner to sell the property for rail purposes or if property is currently for sale. Consultant shall also identify any existing uses or encumbrances on the property.*



## **Task 4: Economic Benefit to the Entire Rail Corridor**

### **Task 4.1 Assessment of Market Potential**

*Describe potential shipping trends over the next 25 years and 50 years by industry and commodity category (SIC code) that might benefit or be attracted to a connection to Humboldt Bay's deepwater harbor.*

### **Task 4.2 Assessment of Direct, Indirect and Induced Beneficiaries**

*Examine the potential for job creation, property value increase, construction jobs, dollar multipliers and other beneficiaries throughout a region extending from Humboldt Bay to the Nevada border and extending from Medford, OR south to Oroville, CA.*

### **Task 4.3 Assessment of Impacts to Ports**

*Consultant will examine the trade, economic and political impacts to the ports of Portland, OR; Astoria, OR; Coos Bay, OR; Sacramento, CA; Stockton, CA; Oakland, CA and Richmond, CA. Consultant shall also include the review of existing contracts and analysis of opportunities for each port.*

## **Task 5: Governance**

*Develop a matrix of pros and cons for an alternative rail line to be owned by a public entity; owned by a private entity; and owned by a public/private entity. Also to be included is a similar analysis of railroad operation*

## **Task 6: Conceptual Engineering**

*Identification of any proposed tunnels and bridges and their lengths and construction materials; identification of geologic conditions along proposed rail routes; cross-section of typical rail section; weights of rail; identification of any public and private road crossings; proposed speed of trains; description of any access and construction issues; location of any highway and port connectors including structural connections with NWPRR and Union Pacific; location of proposed sidings; description of track grades.*

## **Task 7: U.S. Security Issues**

*Assess benefits of an alternative rail route for meeting or improving national and state security needs. In order to assess these benefits, the Consultant shall contact offices of California Emergency Management Services; US Department of Homeland Security; US Department of Customs and Border Security; US Maritime Administration; US Coast Guard and US Department of Defense. Include contact information for agency contacts.*



### **Task 8: Additional Uses of the Rail Line**

*Identify additional potential uses of the proposed new routes including but not limited to, passenger service, water pipeline, redundant fiber optic line, other utilities and trail. Develop a ranking of potential additional uses by estimated cost; estimated income; contacts; and any special conditions including any potential restrictions on the rail corridor.*

### **Task 9: Estimated Permitting Needs**

*Identify all local, State and Federal permits necessary to plan, acquire, construct and operate an alternative rail line over the proposed rail routes. Include permit contact information, blank permit forms and a flow chart of the order of permit applications. In addition, this task should also include all California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance measures including the need for any special studies based upon the proposed rail routes.*

### **Task 10: Identify Environmental Issues and Mitigations**

*Identify all known environmental issues of concern along the proposed rail routes. The issues of concern may include, but are not limited to, sensitive habitat areas, endangered species, areas of special biological significance, geologic hazards, contaminated sites, Tribal, archaeological and residential areas. For any contemplated environmental impact along the proposed routes, propose acceptable mitigation measures with demonstrated agency concurrence.*

### **Task 11: Estimated Development Costs and Timelines**

*Estimate the development cost and timelines for the proposed routes. Development costs in this context shall include planning, land acquisition/ROW; permitting, CEQA/NEPA compliance, construction management and construction costs broken out as individual components and costs. Similarly, a timeline should be proposed for each cost component.*

### **Task 12: Public Outreach**

*Conduct three sets of public outreach meetings in Humboldt County, Trinity County and Tehama County. These meetings are to be coordinated with the multi-agency UpState RailConnect Committee. The non-profit organization, Land Bridge Alliance, will make meeting arrangements, provide refreshments and meeting supplies. The three meetings will include 1) pre-feasibility public input meeting; 2) Draft report presentation and public input session; and 3) presentation of the final report. Consultant will provide report after the first meeting identifying significant concerns and support.*

### ***Task 13: Final Report***

*The final report will be structured so as to include at a minimum an Executive Summary; Methods and Results for Tasks 1-11; Feasibility Study Conclusion; Recommendations on next steps; and References/contact information. The Final report will also include an appendix that makes a comparison of the proposed alternative routes using readily available existing information on the north-south rail line. The Executive Summary and Conclusions will include a matrix summarizing a comparison of proposed route alternatives across the results of Tasks 1-11.*

## **7. Future Meeting Discussion**

Chair Madsen had asked for this item to be put on the agenda for the Committee to discuss the any potential changes to the Committee's approximately monthly meeting schedule. It was noted that the Caltrans grant award announcement will be made the end of September. If funded, the Committee will need to work on the RFQ and Consultant selection prior to the February 2014 grant funding date. If the CalTrans and grant is not funded, it was discussed that a similar effort will be needed to follow up with private funding opportunities and consultant selection. After some discussion, it was agreed to have a meeting in October 2013 to talk about the grant results, review the draft RFQ and to keep this item on the agenda for discussion.

## **8. Potential and Scheduled Presentations and Events**

David Tyson reported that thanks to Supervisor Fenley, Tyson and Hull made a presentation to a senior's group in Mad River on August 16. Supervisor Fenley suggested he would also work for additional presentation venues in hayfork and Weaverville. I was also discussed that there may be an opportunity for a presentation to the Ruth lake CSD at their annual meeting with the Humboldt Bay Municipal Water District.

Bill Goodwin noted that there was no need for any additional presentations in Tehama County at this time.

David Tyson reported that he had been appointed as a member of the 2013 CA Economic Development Summit and that group has a meeting on November 7-8, 2013 in Los Angeles to discuss ideas and projects to improve California's economy.

## **9. Reports – No reports**

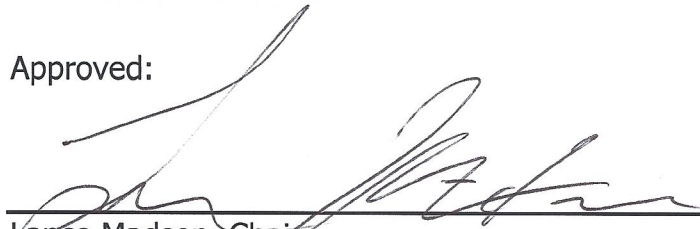
**10. Task Assignments/Items for the Next Agenda:** The Committee agreed the following items should be discussed at the next meeting:

- a. CalTrans grant results
- b. Review the draft RFQ
- c. Future meeting discussion

**11. Next Meeting:** It was decided that the next meeting will be held in Trinity County on October 30, 2013 in Weaverville, CA.

**12. Meeting adjourned:** 12:40 PM

Approved:

  
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Lance Madsen, Chair



# ***UpState RailConnect Committee***

## ***Dedicated to Completion of the Alternative Rail Route Feasibility Study***

**October 30, 2013**  
**Minutes**

**Trinity County Public Utilities District Conference Room**  
**26 Ponderosa Street, Weaverville CA**

### **1. Introductions**

**Chair Madsen called the meeting to order at 10:06 AM. The following Committee Members were present:** City of Eureka Councilmembers Lance Madsen and Marian Brady; Tehama County CAO Bill Goodwin; Tehama County Supervisor Steve Chamblin; Northern California Tribal Chairmen's Association representative Nick Angeloff; Trinity County Supervisor John Fenley; and Humboldt County representative David Tyson.

**Committee Members Absent:** City of Eureka Councilmember Mike Newman; County of Trinity Supervisor Debra Chapman and CAO Wendy Tyler; Upstate California Economic Development Council Board President Brynda Stranix; and Humboldt County Supervisor Rex Bohn.

**Staff:** David Hull

**Guests:** None.

### **2. Public Comment – None**

### **3. Review of Agenda**

Motion by Fenley, Seconded by Tyson to approve the October 30, 2013 agenda. Motion carried unanimously.

### **4. Approval of minutes from September 11, 2013 meeting**

Tyson moved for approval of the September 11, 2013 minutes; Seconded by Fenley. Motion carried unanimously.

## 5. Feasibility Study Funding Progress

**Grants:** David Hull reported that the RailConnect Committee's application for the CalTrans Community Based Transportation Planning Grant (CBTP) was denied with CalTrans citing extreme statewide competition. Upon research it was determined that no CBTP application from CalTrans District 1 was funded. David noted that while the CalTrans grant application was being processed, several other funding opportunities were placed on hold. Now that the CalTrans grant is out of the way, pursuit of those opportunities can now resume.

**Legislative Follow up:** David Hull noted that he, Chair Madsen and Humboldt County RailConnect representative David Tyson met with Congressman Jared Huffman's North coast representative John Driscoll. The purpose of the meeting was to inform Mr. Driscoll of the status, progress and support for the Alternative Rail Route Feasibility study so he could pass along the info to the Congressman. It was reported that other legislative visits and updates are being scheduled.

**Identification of RailConnect Committee member staff to participate in funding research and acquisition:** With the rejection of the CalTrans grant, David Hull led a discussion regarding a proposal to better utilize the talents and contacts of all RailConnect Committee members to assist in funding the feasibility study. It was agreed that each agency would provide David with the contact information for a member of their staff for David to coordinate feasibility study funding. Although there were concerns over dedicating staff resources to this task and stretching limited staff time, it was agreed that the agency staff's role would be more of simply being aware of potential funding opportunities and forwarding them to David for further processing. It was felt that this was an appropriate and minimal use of agency staff resources.

**Private Sources:** David Hull reported that Land Bridge Alliance (LBA) east and west continue to pursue funding and funding pledges. As with the public sources, now that the CalTrans grant application has been rejected, LBA can now restore its efforts to acquire private funding for the feasibility study. There was a discussion regarding a proposal for the LBA to have a booth at the upcoming Northern California Economic Forecast Conference this January in Oroville, CA. It was described that this will be the 14th annual conference that attracts approximately 500 northern California economic development professionals. At last years' conference, there were a number of questions regarding the east-west rail concept and a great discussion at one of the panels. The RailConnect Committee members encouraged LBA to have a booth at the 2014 conference.

In a general funding discussion, Bill Goodwin noted that he may have an upcoming opportunity to meet with one of Senator Barbara Boxer's staff and that may be a time to present an update on the RailConnect Committee's work. He agreed to check on this



possibility. Bill also agreed to work on getting information to his counterparts in Butte, Shasta, Glenn and Colusa counties.

Supervisor Fenley agreed that he would work with his Transportation Department and continue to work with the Trinity Recreation Association for support.

David Tyson agreed to speak with Supervisor Bohn about a contact within Humboldt County Public Works to be assigned to assist as necessary.

## **6. Discussion on Draft Scope of Work and RFQ**

David Hull presented a draft feasibility study scope of work and Request for Qualifications (RFQ) that included the changes made at the September 11, 2013 RailConnect Committee meeting. David went through the drafts by section.

Councilmember Marian Brady made a motion to approve the draft RFQ as final. Supervisor Fenley seconded the motion. Motion carried unanimously.

The approved Scope of Work is as follows:

### ***Alternative Rail Route Feasibility Study***

#### ***Scope of Work***

***(As Adopted by the UpState RailConnect Committee 10-30-2013)***

#### ***Task 1: Literature Review***

*Review pertinent information and studies from public and private sources relevant to examining the feasibility of an alternative rail route connecting Humboldt Bay's harbor to the national rail network in the Sacramento Valley.*

#### ***Task 2: Identify Potential Routes***

*Determine location of a minimum of three routes. For this study a "route" is defined as a geographic depiction of an area between a connection on the Northwestern Pacific rail line in the Humboldt Bay region and a connection to a mainline Class 1 railroad in the Sacramento Valley. The "area" is defined as a swath with dimensions ranging from 100' to 1,000' in width between the points on the Northwestern Pacific rail line and the connection in the Sacramento valley. The proposed "swaths" can vary in size within any given route provided they stay within the defined range.*

- The three routes will be chosen based upon the following criteria:*
- Minimum number of tunnels and bridges*
- Minimum number of environmental impacts – environmental impacts shall be assessed at a minimum within an area 1/8 of a mile from either side of the route "swath"*
- Grade shall meet industry standards*
- Track geometry to be aligned for most efficient operations*



- Minimum disruption to communities along the route

### **Task 3: Land Ownerships**

List ownership of land within the proposed rail routes and within 1/8 of a mile on either side of the rail routes. Task 3 is to include Assessor's Parcel Number, acreage of parcel, legal owner of parcel, legal owner's contact information, date of last sale of the property, purchase price of last sale of the property, assessed valuation of the property, and zoning including any overlay designations.

The Consultant shall also endeavor to ascertain willingness of each landowner to sell the property for rail purposes or if property is currently for sale. Consultant shall also identify any existing uses or encumbrances on the property.

### **Task 4: Economic Benefit to the Entire Rail Corridor**

#### **Task 4.1 Assessment of Market Potential**

Describe potential shipping trends over the next 25 years and 50 years by industry and commodity category (SIC code) that might benefit or be attracted to a connection to Humboldt Bay's deepwater harbor.

#### **Task 4.2 Assessment of Direct, Indirect and Induced Beneficiaries**

Examine the potential for job creation, property value increase, construction jobs, dollar multipliers and other beneficiaries throughout a region extending from Humboldt Bay to the Nevada border and extending from Medford, OR south to Oroville, CA.

#### **Task 4.3 Assessment of Impacts to Ports**

Consultant will examine the trade, economic and political impacts to the ports of Portland, OR; Astoria, OR; Coos Bay, OR; Sacramento, CA; Stockton, CA; Oakland, CA and Richmond, CA. Consultant shall also include the review of existing contracts and analysis of opportunities for each port.

### **Task 5: Governance**

Develop a matrix of pros and cons for an alternative rail line to be owned by a public entity; owned by a private entity; and owned by a public/private entity. Also to be included is a similar analysis of railroad operation.

### **Task 6: Conceptual Engineering**

Identification of any proposed tunnels and bridges and their lengths and construction materials; identification of geologic conditions along proposed rail routes; cross-section of typical rail section; weights of rail; identification of any public and private road crossings; proposed speed of trains; description of any access and construction issues; location of any highway and port connectors including structural connections with NWPRR and Union Pacific; location of proposed sidings; description of track grades.

### **Task 7: Homeland Security**

Assess benefits of an alternative rail route for meeting or improving national and state security needs. In order to assess these benefits, the Consultant shall contact offices of California Emergency Management Services; US Department of Homeland Security; US Department of Customs and Border Security; US Maritime Administration; US Coast Guard and US Department of Defense. Include contact information for agency contacts.

### **Task 8: Additional Uses of the Rail Right of Way**

*Identify additional potential uses of the proposed new routes including but not limited to, passenger service, water pipeline, redundant fiber optic line, other utilities and trail. Develop a ranking of potential additional uses by estimated cost; estimated income; contacts; and any special conditions including any potential restrictions on the rail corridor.*

### **Task 9: Estimated Permitting Needs**

*Identify all local, State and Federal permits necessary to plan, acquire, construct and operate an alternative rail line over the proposed rail routes. Include permit contact information, blank permit forms and a flow chart of the order of permit applications. In addition, this task should also include all California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance measures including the need for any special studies based upon the proposed rail routes.*

### **Task 10: Identify Environmental Issues and Mitigations**

*Identify all known environmental issues of concern along the proposed rail routes. The issues of concern may include, but are not limited to, sensitive habitat areas, endangered species, areas of special biological significance, geologic hazards, contaminated sites and residential areas. For any contemplated environmental impact along the proposed routes, propose acceptable mitigation measures with demonstrated agency concurrence.*

### **Task 11: Identify Known Cultural Resources**

*Identify all known cultural resources along the proposed rail routes through a complete record search/letter of inquiry at the appropriate State Historic Preservation Office (SHPO) and Tribal Historic Preservation Office(s) (THPO) information clearinghouse(s). The issues of concern may include, but are not limited to pre-historic and/or historic archaeological sites, areas of cultural/spiritual significance, and traditional cultural properties. For any contemplated cultural resource impact along the proposed routes, propose acceptable mitigation measures with demonstrated agency/tribal concurrence history.*

### **Task 12: Estimated Development Costs and Timelines**

*Estimate the development cost and timelines for the proposed routes. Development costs in this context shall include planning, land acquisition/ROW; permitting, CEQA/NEPA compliance, construction management and construction costs broken out as individual components and costs. Similarly, a timeline should be proposed for each cost component.*

### **Task 13: Public Outreach**

*Conduct three sets of public outreach meetings in each of the following areas: Humboldt County, Trinity County and Tehama County. These meetings are to be coordinated with the multi-agency UpState RailConnect Committee. The non-profit organization, Land Bridge Alliance, will make meeting arrangements, provide refreshments and meeting supplies. The three meetings will include 1) pre-feasibility public input meeting; 2) Draft report presentation and public input session; and 3) presentation of the final report. Consultant will provide report after the first meeting identifying significant concerns and support.*

### **Task 14: Final Report**

*The final report will be structured so as to include at a minimum an Executive Summary; Methods and Results for Tasks 1-11; Feasibility Study Conclusion; Recommendations on next steps; and References/contact information. The Final report will also include an appendix that makes a comparison of the proposed alternative routes using readily available existing information on the north-south rail line. The Executive Summary and Conclusions will include a matrix summarizing a comparison of proposed route alternatives across the results of Tasks 1-11.*



## **7. Future Meeting Discussion**

Committee members discussed the opportunity to hold the next RailConnect Committee meeting prior to the January 16, 2014 Northern California Economic Forecast Conference. Therefore it was decided that the next meeting will be held at 2PM January 15, 2014 at the Tehama County Administration building in Red Bluff.

## **8. Reports**

David Hull reported that in November, the UpState RailConnect Committee will celebrate its one-year anniversary. David recounted that during the past 12 months a great deal of progress has been made toward the alternative rail route concept. These successes include:

- More than 50 letters of support from a vast portion of Northern California
- At least three private east-west rail efforts have evolved from the RailConnect Committee's efforts
- More than 30 presentations have been made to civic groups, agency representatives and potential feasibility study funding organizations
- The Non-profit, Land Bridge Alliance was formed to educate and provide private funding for the feasibility study
- There is now a grant funding application template for use in acquiring grant funding
- There is an approved Scope of Work and RFQ for the feasibility study
- Two newsletters have been produced and distributed widely

It was noted that the first year was very successful in building a broad and stable coalition of support and foundation for the project. It was suggested that with that foundation in place, the primary focus for 2014 is to get the funding in place for the feasibility study.

It was also noted that Alison O'Sullivan the General Manager of the Upstate California Economic Development Council has resigned and thus efforts are underway to have Upstate California EDC to appoint another member to the RailConnect Committee.

## **9. Task Assignments/Items for the Next Agenda:** The Committee agreed the following items should be discussed at the next meeting:

- a. Funding progress
- b. Role of Super Region
- c. Staff assignments
- d. Sacramento Valley county meeting results
- e. Legislative outreach progress

## **10. Next Meeting:** It was decided that the next meeting will be held in Tehama County on January 15, 2014 in Red Bluff, CA.



**11. Meeting adjourned: 12:27 PM**

Approved:



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Rex Bohn, Vice-Chair

# ***UpState RailConnect Committee***

***Dedicated to Completion of the Alternative Rail Route Feasibility Study***

**January 15, 2014  
Minutes**

**Tehama County Administrative Building  
Tuscan Room, First Floor  
727 Oak Street  
Red Bluff, CA  
2:00 PM**

## **1. Introductions**

**Bill Goodwin called the meeting to order at 2:15 PM. The following Committee Members were present:** City of Eureka Councilmember Marian Brady; Tehama County CAO Bill Goodwin; Tehama County Supervisor Steve Chamblin; Northern California Tribal Chairmen's Association representative Nick Angeloff; and Upstate California Economic Development Council representative Marc Nemanic.

**Committee Members Absent:** City of Eureka Councilmember Lance Madsen; County of Trinity Supervisors Debra Chapman and John Fenley and CAO Wendy Tyler; Upstate California Economic Development Council Board President Brynda Stranix; Humboldt County Supervisor Rex Bohn; and Humboldt County representative David Tyson.

**Staff:** David Hull

**Guests:** Melanie Thompson; Robert Thompson; John Troughton; Anderson City Councilmember Melissa Hunt.

- 2. Public Comment** – John Troughton noted that he had recently attended a couple of infrastructure funding conferences and that his perception is that there are people and firms that have the capability to invest in an east-west rail line.

Melanie and Robert Thompson noted that they had heard about the east-west rail and were interested in more information as they may have a potential use (they did not state) for such a rail.



### 3. Review of Agenda

Motion by Brady, Seconded by Chamblin to approve the January 15, 2014 agenda. Motion carried unanimously.

### 4. Approval of minutes from October 30, 2013 meeting

Marian Brady moved for approval of the October 30, 2013 minutes; Seconded by Chamblin. Motion carried unanimously.

### 5. Presentation on North State Super Region

David Hull noted that both the North State Super Region (NSSR) Director and the Tehama County Transportation Representative (on the North State Super Region) were unable to attend and make a presentation at this meeting to describe the purpose of the NSSR and to summarize their recent transportation for economic development report. In their absence, Hull read a couple of passages from the NSSR's "*North State Transportation for Economic Development Study*" October 2, 2013 report, Executive Summary:

Page xii: "*Stakeholders in the North State may wish to consider support for the east-west railroad concept between the Port of Humboldt Bay and northern Sacramento Valley. Several elected officials and North State stakeholders have provided letters of support. In addition, Upstate California has adopted the east-west concept. Whereas current efforts focus on initiating a technical and engineering feasibility of the project, **the North State may want to study the potential market for the east-west railroad prior to or in tandem with the technical study.***"

AND

Page xv: "*5. Exploring the need for new goods movement infrastructure. The North State is served by only one port that historically focused on the wood products and commercial fishing industries. The proposed feasibility study of constructing an east-west railroad to connect the Port of Humboldt Bay to the Class 1 railroad network should include an analysis of the market demand and economic feasibility in addition to the engineering and environmental feasibility of the proposed project. A minimal market study should identify how large a potential market could be based on products that move by rail and what share the North State may expect to attract given market and spatial considerations. The proposed study should also analyze the market feasibility of locating in the North State a freight rail loading facility that could serve the railroad and port.*"

It was noted that the adopted RailConnect Committee study Scope of Work IS consistent with the recommendations in the NSSR report as it contains a task on market assessment and economic impacts.

Bill Goodwin noted the importance of having the transportation agencies supportive of the Alternative Rail Route Feasibility Study. Hull showed a slide that listed all of the organizations that support the feasibility study, just in Humboldt County alone. It was recommended that the RailConnect Committee continue to outreach to the regional transportation agencies to keep them informed of the feasibility study and its progress.

## **6. Feasibility Study Funding Progress**

David Hull stated that with the Upstate RailConnect Committee now operating for a little more than a year; with numerous presentations and events aimed at obtaining public input and support; with more than 50 organizations now supporting the Alternative Rail Route Feasibility Study across the North state; and with a now approved scope of work and draft RFP completed; that it is now time to focus the RailConnect Committee's energy on funding the feasibility study.

Hull then mentioned that current efforts included:

Land Bridge Alliance will be staffing a East-West rail booth at tomorrow's North State Economic Forecast Conference and that a meeting has been scheduled with representatives from Senator Boxer's office regarding study funding. This meeting is a follow up to a previous meeting hosted by the Tehama County Supervisors. In addition, outreach has started with area foundations for study support.

Hull also noted that the City of Eureka's \$25,000 CDBG grant that has allowed staffing of the RailConnect Committee, grant research and correspondence, developing of the Scope of Work and draft RFP and other feasibility study planning tasks, is coming to an end. Hull suggested that the RailConnect Committee discuss at the next meeting how to continue future committee support and develop a task list for the next nine months.

In a general discussion, the Committee reviewed numerous potential funding sources and approaches.

Marc Nemanic agreed that there is a market to support a rail but that a technical feasibility is needed (like the Alternative Rail Route Feasibility Study). Nemanic also suggested perhaps breaking the study scope of work into \$50,000 pieces, if possible. It was noted that many of the scope of work components are interrelated in defining the ultimate location of potential routes that best meet the study's objectives.

## **7. Legislative Follow up**

David Hull noted that to date, legislative outreach has included:



- Senator Barbara Boxer's office
- Representative Jared Huffman's office
- State Senator Noreen Evans office
- State Assemblymember Wes Chesbro

Discussion followed regarding a plan to contact legislators in the Sacramento Valley. Chamblin, Goodwin and Melissa Hunt agreed to consider a plan for the next meeting.

## **8. Reports**

David Hull reported that he gave an update report to the North Coast Railroad Authority (NCRA) on January 8, 2014. David Tyson, also gave an update from the Land Bridge Alliance perspective at the same meeting. NCRA has been supportive of the RailConnect Committee's efforts and are interested in the Committee's efforts and progress.

Eureka Councilmember Marian Brady reported that a new group was forming on the coast that includes the four agencies that have land use authority over the Humboldt's harbor area. This multi-agency group is comprised of representatives from the City of Eureka, County of Humboldt, Wiyot Tribe and the Humboldt Bay Harbor District and grew out of a request from a citizen group called the Humboldt Bay Harbor Working Group. The Working Group hopes that this new agency group will work together to promote a fuller utilization of Humboldt's Bay's harbor to create jobs by developing a joint national and international marketing effort; developing a joint needs assessment of harbor infrastructure; developing a joint action plan to acquire needed harbor infrastructure improvements; and to involve the public in harbor revitalization efforts. Brady noted that this is the first time all of these agencies worked together to focus energy on improving the economic potential of commercial shipping and manufacturing at Humboldt's harbor.

Nick Angeloff reported that there is a new chair for the Hoopa Tribe that is a member of the Northern California Tribal Chairs Association (NCTCA) and is now a representative on this committee for NCTCA along with Angeloff. Her name is Danielle Vigil Masten.

## **9. Task Assignments/Items for the Next Agenda:** The Committee agreed the following items should be discussed at the next meeting:

- a. Put Councilmember Hunt on the email list for this Committee
- b. Develop a 2014 task list and strategy for the Committee
- c. Develop a future Committee staffing and funding plan
- d. Legislative outreach progress in the Sacramento Valley

## **10. Next Meeting:** It was decided that the next meeting would tentatively be held March 12, 2014, in Weaverville, CA.

**11. Meeting adjourned: 4:26 PM**

Approved:



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Rex Bohn, Vice-Chair



# ***UpState RailConnect Committee***

***Dedicated to Completion of the Alternative Rail Route Feasibility Study***

**April 2, 2014  
Minutes**

**Trinity County Public Utilities District Conference Room  
26 Ponderosa Street,  
Weaverville CA  
10:30 AM**

## **1. Introductions**

**Supervisor Fenley called the meeting to order at 10:53 AM. The following Committee Members were present:** City of Eureka Councilmember Marian Brady; Humboldt County representative David Tyson; Tehama County Supervisor Steve Chamblin; County of Trinity Supervisor John Fenley and CAO Wendy Tyler; Northern California Tribal Chairmen's Association representative Nick Angeloff.

**Committee Members Absent:** City of Eureka Councilmember Lance Madsen; County of Trinity Supervisors Debra Chapman; Tehama County CAO Bill Goodwin; Upstate California Economic Development Council Board President Brynda Stranix; Upstate California Economic Development Council representative Marc Nemanic; and Humboldt County Supervisor Rex Bohn.

**Staff:** David Hull

**Guests:** Larry Glass; Debbie Provolt; Monte Provolt; Bob Martin

- 2. Public Comment —** Bob Martin, representing the Humboldt-Tehama Railroad Development Corporation, asked if he could make a presentation on a project he is working on. Acting-Chair Fenley noted as Mr. Martin was not on the agenda, he could have five minutes under public comment and invited Mr. Martin to come back to the UpState RailConnect Committee meeting in May to make a full presentation. Mr. Martin stated that he has partnered with Ken Davlin and Larry Mallon to form the Humboldt-Tehama Railroad Development Corporation. This corporation's proposed purpose is to build an east-west railroad connecting Humboldt Bay with the Sacramento Valley. He stated that he has a potential funding source

and would provide more details during his presentation at the May 2014 UpState RailConnect Committee meeting.

David Tyson noted that he is aware of at least two other current proposals similar to Mr. Martin's. Tyson reminded the RailConnect Committee of the recent history of this rail concept where the community has been waiting about 10 years for the private sector to take this on project with little or no activity. The lack of activity is what has prompted the public sector first through the City of Eureka, then the RailConnect Committee to start on a public feasibility study aimed at providing a package of information that is available to public decision-makers and private investors interested in pursuing the construction of such a rail line. Tyson added that the RailConnect Committee has discussed the Committee's role with private proposals such as Mr. Martin's on several occasions and concluded that while the RailConnect Committee supports the private efforts, the RailConnect Committee will continue to pursue the public feasibility study.

### **3. Review of Agenda**

By consensus, the proposed agenda for the April 2, 2014 meeting was approved.

### **4. Approval of minutes from January 15, 2014 meeting**

Marian Brady moved for approval of the January 15, 2014 minutes; Seconded by Chamblin. Motion carried with John Fenley and Wendy Tyler abstaining as they were not at the January 15, 2014 meeting.

### **5. Feasibility Study Funding Progress**

David Hull stated that the following potential funding sources have been pursued:

**USDA Rural Communities** – Can only provide maximum of \$50,000 and need assurance for remainder of project funding (~\$250K). Possibly 2015

**EDA** – in research

**CalTrans Partnership Grant** – possibly 2015

**CalTrans CBTP Grant** – Applied 2013 – not funded - no CBTP program in 2014

**HCAOG** – Request in progress

**Headwaters** – gap funding best

**TIGER (Discretionary Transportation Planning Grant)** – Trinity County Department of Transportation considering application – Due April 28, 2014

Nick Angeloff made a motion that the UpState RailConnect Committee support a TIGER VI Planning grant application from the Trinity County Department of Transportation to fund the feasibility study. David Tyson seconded the motion. Motion carried unanimously.



## 6. Development of a 2014 Task List and Strategy for the RailConnect Committee

David Hull started this discussion by reviewing the Upstate RailConnect Committee's accomplishments to-date. These included:

- *UpState RailConnect Committee formed October 16, 2012 and funded through \$25,000 CDBG grant (City of Eureka is applicant)*
- *More than 50 letters of support from a vast portion of Northern California*
- *Made more than 30 presentations to civic groups, agency representatives and elected officials throughout Northern California.*
- *Applied for Community Based Transportation Planning grant in 2013*
- *Submitted comments to the State Rail plan in 2013*
- *Included as an "Action" item in the North State Super Region's NorCal Economics for Transportation Report*
- *Supported formation of the non-profit Land Bridge Alliance*
- *Produced and distributed two newsletters*
- *Adopted a Scope of Work and a draft RFP.*

Hull then reiterated the RailConnect Committee's purpose :

*UpState RailConnect Committee Role is to:*

- a) Conduct public outreach and develop the scope of work for the feasibility study*
- b) Obtain funding for the feasibility study*
- c) Retain a consultant to complete the feasibility study*
- d) Oversee consultant activities*
- e) If feasible, the Committee will use feasibility study results to identify capital and investors*

Hull then proposed the following 2014 Task List as a place to start the discussion at this meeting:

*With organizations formed; vast public support obtained; initial outreach efforts concluded; and a Scope of Work defined, in 2014, the UpState RailConnect Committee will focus its efforts on:*

- 1. Obtaining \$300,000 to complete the Alternative Rail Route Feasibility Study.*
- 2. Continuing to make presentations and gather support for the study.*
- 3. If funded, the UpState RailConnect Committee will oversee the production of the final RFP, consultant advertising, consultant selection and consultant oversight.*

Steve Chamblin suggested that item #2 should be item #3 on the proposed list. David Tyson clarified that he is still asked to make presentations on the coast, so believed it is still a priority

for 2014. Hull reminded all that each county has control over whether or not presentations are made in their county as they know best their constituents needs.

Motion by Angeloff, seconded by Chamblin to adopt the 2014 UpState RailConnect Committee Task List as presented and with the addition of changing the order of #2 and #3 and changing all numbers to bullet points. The 2014 task list now reads:

*In 2014, the UpState RailConnect Committee will focus its efforts on:*

- *Obtaining \$300,000 to complete the Alternative Rail Route Feasibility Study.*
- *If funded, the UpState RailConnect Committee will oversee the production of the final RFP, consultant advertising, consultant selection and consultant oversight.*
- *Continuing to make presentations and gather support for the study.*

Motion carried unanimously.

## **7. Future RailConnect Committee Staffing and Funding Plan**

David Hull reported that the CDBG grant that the City of Eureka previously obtained, has now been exhausted. This \$25,000 grant had been used throughout 2013 to provide staffing costs to the RailConnect Committee (produce minutes and agendas, arrange meetings, obtain meeting supplies and travel); research grant and funding programs to fund the feasibility study; produce letters, meeting materials and handouts; and conduct presentations on the RailConnect Committee process and feasibility study. With this funding now exhausted, the discussion centered on future funding for committee purposes.

Representatives of both Trinity and Tehama Counties noted that they do not have any funds to expend on this purpose. David Tyson noted that the Land Bridge Alliance (LBA) may be able to fund some committee expense reimbursement and that he would bring it up at the next LBA meeting. It was concluded that this item should be tabled until LBA can meet and discuss this issue.

## **8. Legislative Outreach Status in the Sacramento Valley**

David Hull reported that he, Nick Angeloff and LBA member Pete Oringer staffed a Land Bridge Alliance-sponsored booth at the Northern California Economic Forecast Conference in Oroville, CA on January 16, 2014. Hundreds of people attended and passed by the booth. There was great deal of interest and all of the comments were positive about conducting a feasibility study. At this Conference, discussions were held with USDA representative regarding study funding and encouragement to meet with Rep. Doug La Malfa and State Senator Jim Nielson.

In addition, Hull reported that he has continued to meet with Senator Barbara Boxer's representatives regarding feasibility study funding.



After discussion, it was concluded that RailConnect Committee members from the Sacramento Valley should set up meetings with their state and federal representatives.

## 9. Reports

David Hull reported that he had meetings or presentations at the following since the last RailConnect Committee meeting:

- *Jan 16 – Northern California Economic Forecast Conference*
- *Feb 18 – Met with Senator Boxer's Staff regarding Federal grant opportunities*
- *March 19 – Met with various Caltrans representatives*
- *March 27 – made presentation to HCAOG Board*

In addition Hull reported that at the HCAOG Board meeting of March 27, he made the following "asks" :

1. *Take action to write a letter supporting the Alternative Rail Route Feasibility Study*
2. *Take action to support future grant applications for the Alternative Rail Route Feasibility Study*
3. *Consider HCAOG funding for the Alternative Rail Route Feasibility Study*
4. *Take action to request broader engagement in the Alternative Rail Route Feasibility Study by the North State Super Region*
5. *Edit the draft Regional Transportation Plan to include the status of the Alternative Rail Route Feasibility Study process.*

Marian Brady reported that she understood that HCAOG Board had referred this item to the next HCAOG Technical Advisory Committee meeting for further consideration. She also noted that she had met many candidates at the Redwood Empire quarterly meeting that were very interested in getting more information on the feasibility study. She reported that she is still working on various port and harbor issues with both the Humboldt Bay Harbor Working Group and the new multi-agency harbor group.

## 10. **Task Assignments/Items for the Next Agenda:** The Committee agreed the following items should be discussed at the next meeting:

- a. 2014 RailConnect Committee Task and Strategy
- b. Humboldt-Tehama Railroad Development Corp presentation
- c. Future RailConnect Committee staffing and planning

**11. Next Meeting:** It was decided that the next meeting would be held at 11:00 AM, May 7, 2014 in Weaverville, CA.

**12. Meeting adjourned:** Meeting was adjourned at 12:15 PM

Approved:



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Rex Bohn, Vice-Chair